

CLASSIFICATION ~~SECRET~~ CONTROL/US OFFICIALS ONLYCOUNTRY Soviet Zone of GermanyREPORT NO.  TOPIC Leipzig-Mockau Airfield

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25X1 EVALUATION   PLACE OBTAINED  25X1 DATE OF CONTENT  25X1 DATE OBTAINED   DATE PREPARED 18 October 1950REFERENCES  PAGES 2 ENCLOSURES (NO. & TYPE)  

REMARKS

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1. The Leipzig-Mockau airfield (N 52/E 2) was released to commercial aviation during the Leipzig Fair. The air traffic control station was housed in the former airdrome restaurant. A German construction engineer named Hoffmann (fnu), who was selected by the Soviets to supervise several airfields in the vicinity, lived in this building. The adjacent administration building was stripped of all furniture and partly burned out. Only the plexiglass control tower was intact. A house with five garages, offices and a spur track were seen on the western edge of the field. The field has a concrete runway which ends about 300 meters away from the autobahn. The runway was repaired prior to the 1949 Spring Fair and is usable in its entire length of 1,100 meters. It was rumored that the runway would be extended about 200 meters to the south.\*
2. For the fair, the SCC turned the field over to the German management of the fair. A civilian and police air traffic control service were established. During the fair two Dutch DC-3s, nine Czech DC-3s and two Czech IL-12s landed at the field.
3. The civilian air traffic control personnel was billeted in the airdrome restaurant. They had a direct telephone line "Basa" to the Ministry of Traffic in Berlin. The civilian control personnel included 15 to 20 civilians, probably SCC members, who worked for a civilian named Schmidt (fnu).
4. The police traffic control personnel were assigned to the Ministry of Interior and had a direct telephone line connection with this ministry. The police detail was headed by Volkspolizei-kommandeur Schulze (fnu), who had served with the German Air Force. He said that his office was in Berlin-Schoenefeld (N 53/2 93). The duties of the police detail did not go beyond the usual air traffic control routine.
5. The weather service at the field was in the hands of meteorologists Dr. Hoehne (fnu), and Dr. Wichers (fnu), from the "Voelkerschlachtdenkmal Leipzig" Observatory. They said that about three weeks before the weather service was assigned to the Ministry of the Interior and was no longer controlled by the Ministry of Traffic.
6. A Soviet civilian, allegedly an employee of the Aeroflot, and a Soviet passport officer were also seen at the field. Railroad tank cars which arrived from the Deutsche Kraft- und Mineralstoffzentrale - DKMZ - at the field were emptied into tank cars. The gasoline was said to have an octane rating of 100.

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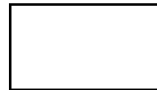
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7. When the fair was over the field was returned to the control of the SCC and a police detail of 20 moved into the airdrome restaurant.
8. Twenty-four Americans on a Dutch plane were refused permission to leave the field because they did not have the required visas. They were forced to leave for Frankfurt/Main on a Dutch plane on the same evening. \*\*

\*  Comment. The allegedly planned extension of the runway was previously reported  See 

\*\*  Comment. All the data on the use of the field during the Leipzig Fair and the personnel observed there during this time were reported for the first time. The field was used by commercial planes in 1949 during the fair.

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